

GCOR

General Code of Operating Rules

Transition Guide

This guide contains changes from the GCOR
Ninth Edition
in effect September 23, 2025



These rules govern the operation of the adopting railroads
and supersede all previous GCOR rules and instructions.

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1.0 General Responsibilities

The following rules in Chapter 1 are changed, added or deleted:

1.5 Drugs and Alcohol

New sentence added after the second paragraph to read:

Application: Employees will be governed by the drug and alcohol policy of their employing railroad.

2.0 Railroad Radio and Communication Rules

The following rules in Chapter 2 are changed, added or deleted:

2.2 Required Identification

The sentence following the bullet list has been deleted:

~~If communication continues without interruption, repeat the identification every 15 minutes.~~

2.21 Electronic Devices

The rule is changed to read:

The use of any electronic device is prohibited if that use would interfere with an employee's performance of safety-related duties.

Do not use electronic devices to verbally obtain or release a mandatory directive when radio communication is available.

A. Personal and Railroad-Supplied Electronic Devices

May be used:

- To respond to an emergency involving the operation of the railroad, an emergency encountered on duty, or when necessary due to a radio malfunction.
- While deadheading in a non-controlling locomotive or automobile, limo, etc., or when in the body of a business car or passenger train.
- To refer to a railroad rule, special instruction, timetable, or other directive while in digital storage and display mode.

Must not be used:

- By the engineer on a moving train while operating the controls of a locomotive unless referring to a railroad rule, special instruction, timetable, or other directive directly related to the movement of the train.
- While on the ground fouling any track.
- While the engineer is at the controls of the locomotive and any other employee is assisting in the preparation of the train, engine(s), or on-track equipment, including testing of railroad equipment or brakes.
- While inside or outside the controlling cab of a locomotive, train or on-track equipment, unless there has been a safety briefing and all crew members agree that it is safe to do so.

B. Personal Electronic Devices

Railroad operating employees on duty must have personal electronic devices turned off and stowed while on moving equipment or when any employee is assisting in preparation of the train.

A railroad operating employee may use a personal electronic device when equipment is stopped, a safety briefing is conducted, and no member of the crew will foul any track.

A personal stand-alone camera may be used to take a photograph of a safety hazard or a violation of a rail safety law, regulation, order, or standard, provided that it is not used by an employee at the controls of moving equipment and immediately turned off after the photograph has been taken. A camera that is part of a personal multi-functional electronic device must not be used.

A medical device that is consistent with the railroad’s standards may be used as necessary while in the performance of duties.

C. Railroad-Supplied Electronic Devices

Railroad operating employees may use a railroad-supplied electronic device for authorized business purposes to support railroad operations (train lists, bulletins, manifests, etc.).

3.0 Section Reserved

No rule changes in Chapter 3.

4.0 Timetables




No rule changes in Chapter 4.

5.0 Signals and Their Use

The following rules in Chapter 5 are changed, added or deleted:

5.3.1 Hand Signals

Diagram A.has been updated

| Description of Signal | Indication | Movement |
|---|------------|---|
| 1. Swung at a right angle to the track | STOP |  |
| 2. Raised and lowered vertically | PROCEED |  |
| 3. Swung slowly in a circle at a right angle to the track | BACK-UP |  |

5.3.6 Radio and Voice Communication

New paragraph added after final bullet:

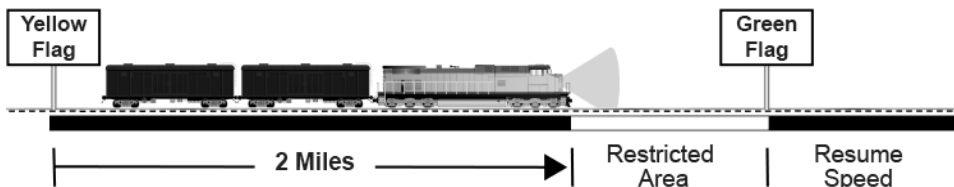
When radio communication is used to make movements, crew members must respond to specific instructions given for each movement.

5.3.7 Radio Response

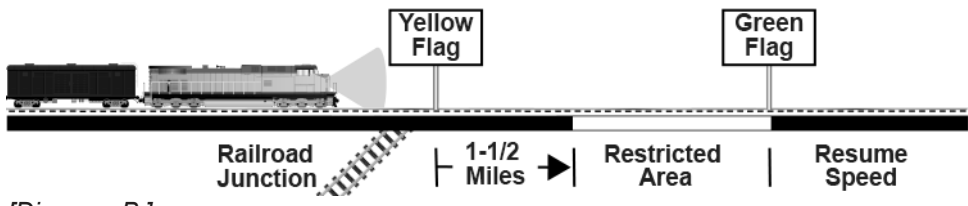
5.3.7 Entire rule deleted.

5.4.2 Display of Yellow Flag

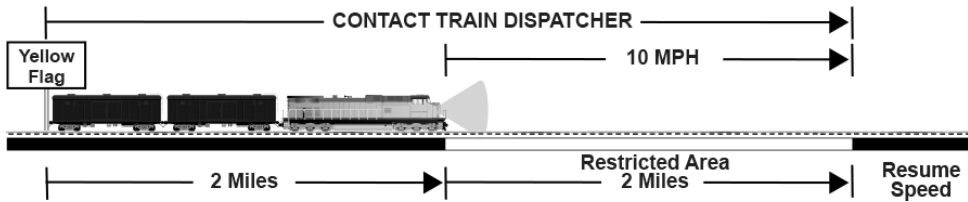
Diagrams A, B and C have been updated



[Diagram A.]



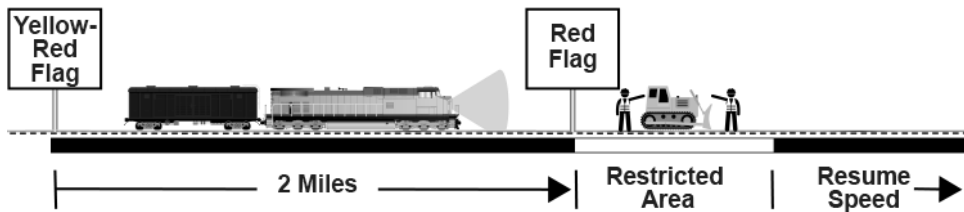
[Diagram B.]



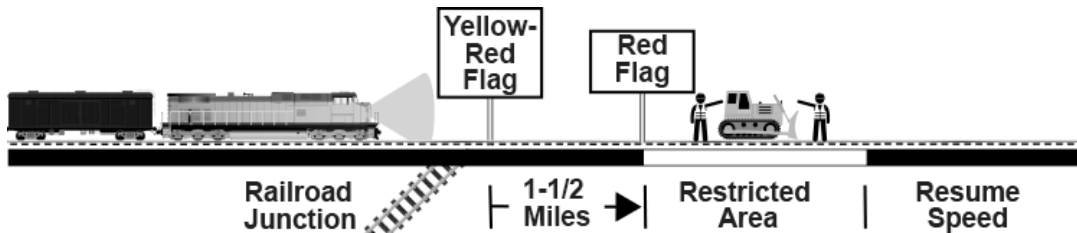
[Diagram C.]

5.4.3 Display of Yellow-Red Flag

Diagrams A and B have been updated



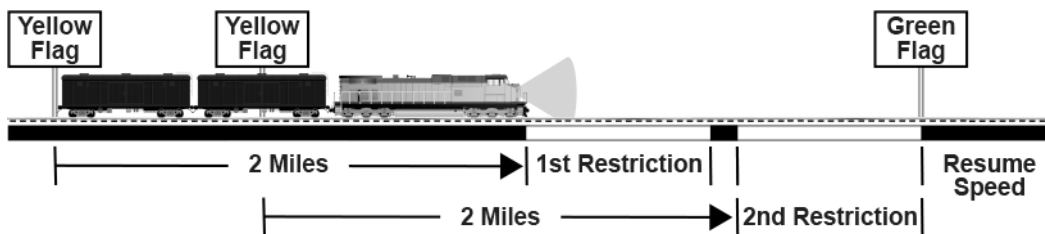
[Diagram A.]



[Diagram B.]

5.4.5 Display of Green Flag

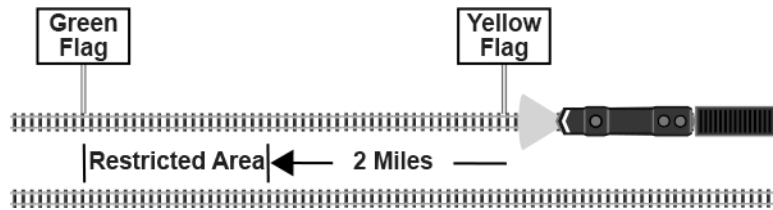
Diagram A has been updated



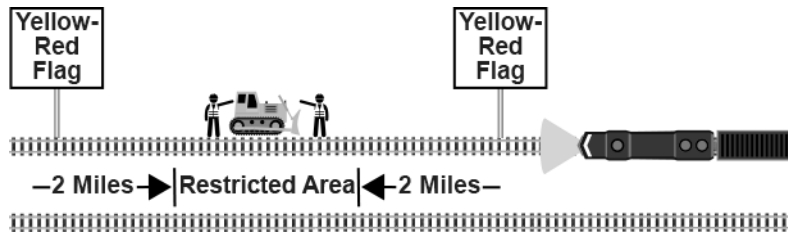
[Diagram A.]

5.4.6 Display of Flags Within Current of Traffic

Diagrams A and B have been updated



[Diagram A.]



[Diagram B.]

5.4.7 Display of Red Flag

The rule is changed to read:

A red flag is displayed where trains must stop. A train moving at a speed that requires stopping in half the range of vision must stop before passing the red flag.

A. Restriction Is In Effect

When approaching a red flag specified by track bulletin, track warrant, or general order, the train must stop short of the red flag and not proceed unless the employee in charge gives instructions, including the milepost location of the red flag.

A crew member must attempt to contact the employee in charge to avoid delay, giving the location of the red flag and the track being used. If instructions to proceed are received before the train stops, the train may pass the red flag without stopping.

B. Restriction Is Not In Effect

When a red flag is displayed and no restriction is in effect as specified by track warrant, track bulletin, or general order, the train must stop immediately, consistent with good train handling. A crew member must attempt to contact the employee in charge to avoid delay, giving the location of the red flag and the track being used.

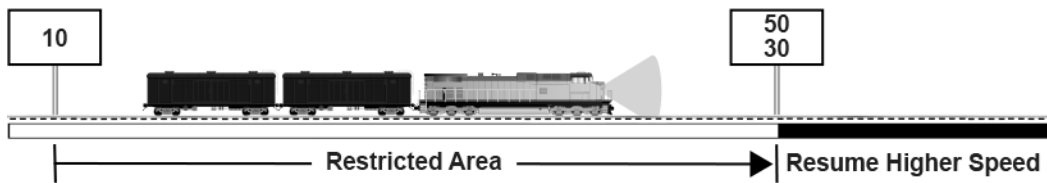
When instructions are received from the employee in charge, instructions must include speed and distance. This speed must not be exceeded until the rear of the train has passed the specified distance from the red flag, unless otherwise instructed by the employee in charge. If unable to contact employee in charge, notify the train dispatcher or control operator of the delay.

C. Displayed Between Rails

When a red flag is displayed between the rails of a track, the train must stop and not proceed until the flag has been removed by an employee of the class that placed it.

5.5 Permanent Speed Signs

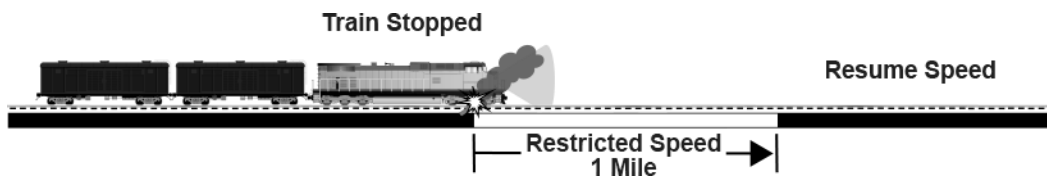
Diagram A has been updated



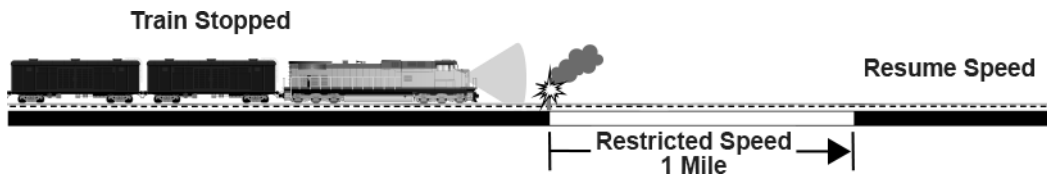
[Diagram A.]

5.6 Unattended Fusee

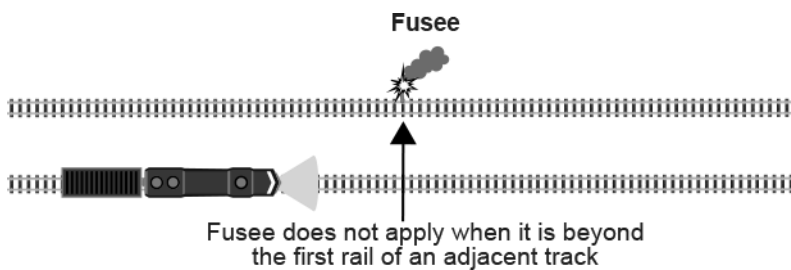
Diagrams A,B,and C have been updated



[Diagram A.]



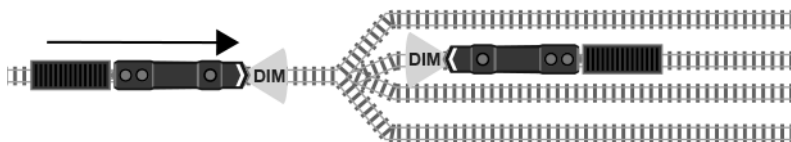
[Diagram B.]



[Diagram C.]

5.9.1 Dimming Headlight

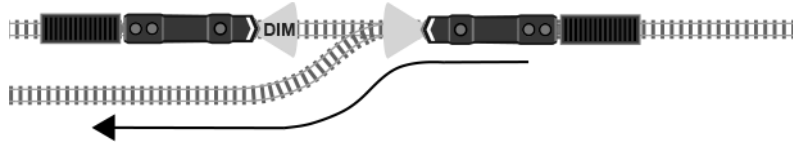
Diagrams A,B,C, D and E have been updated



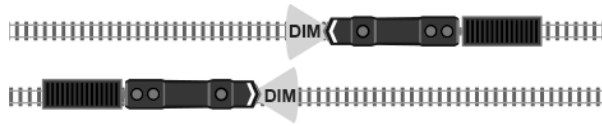
[Diagram A.]



[Diagram B.]



[Diagram C.]



[Diagram D.]



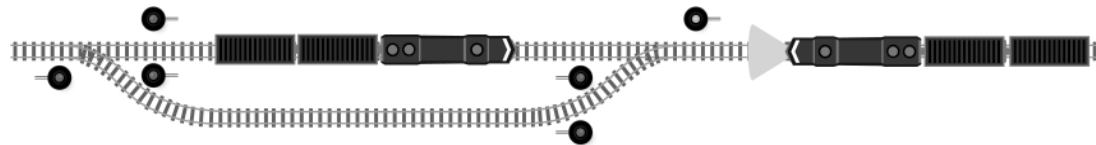
[Diagram E.]

5.9.2 Headlight Off

Diagrams A and B have been updated



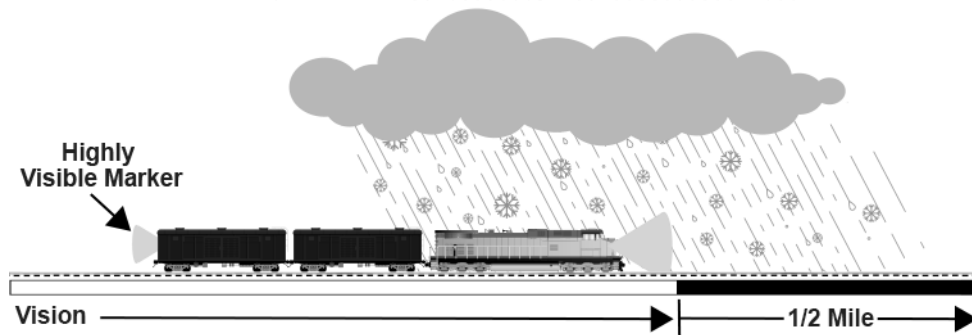
[Diagram A.]



[Diagram B.]

5.10.1 Highly Visible Markers

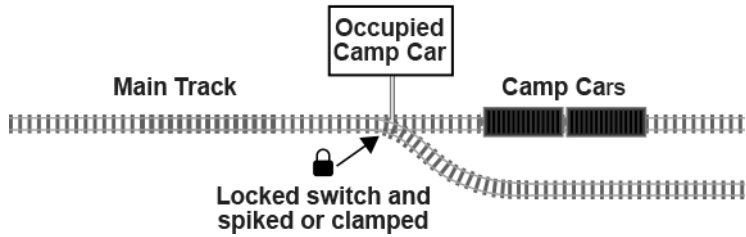
Diagram A has been updated



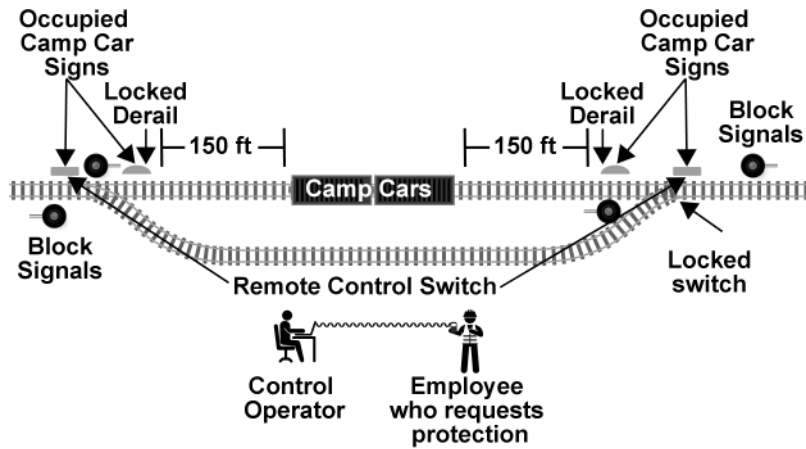
[Diagram A.]

5.12 Protection of Occupied Outfit Cars

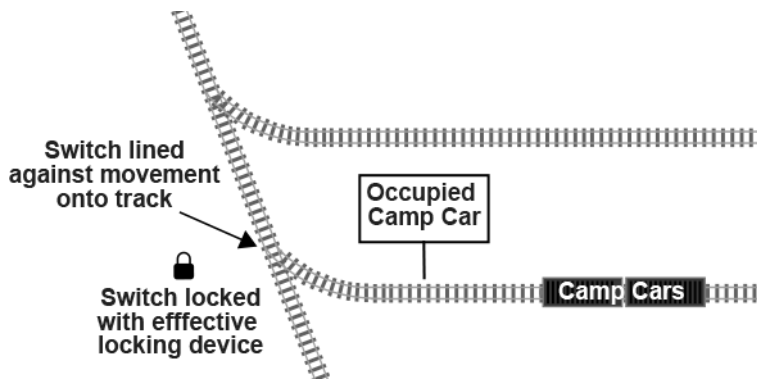
Diagrams A, B, C, D and E have been updated



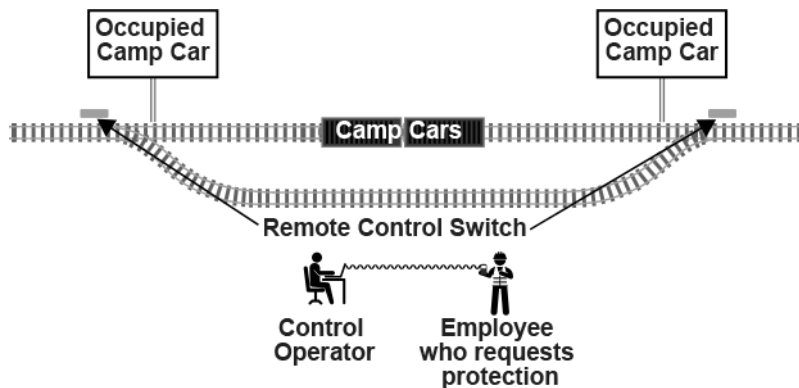
[Diagram A.]



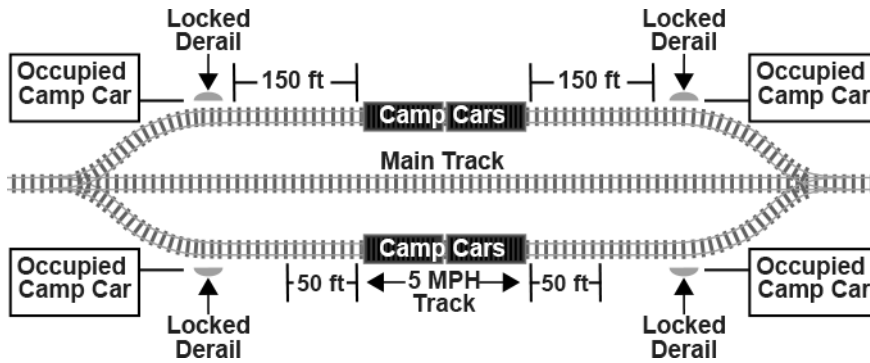
[Diagram B.]



[Diagram C.]



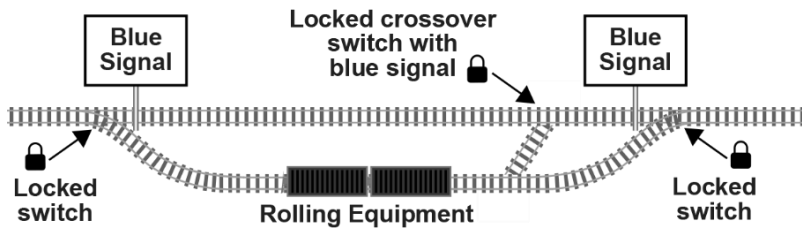
[Diagram D.]



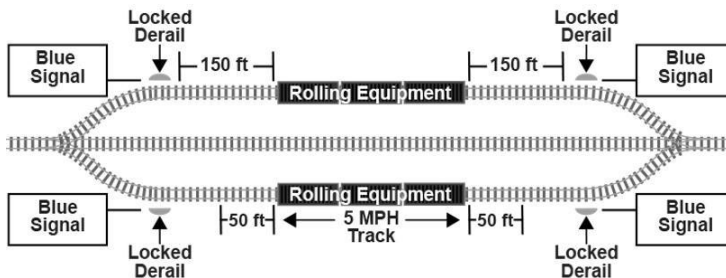
[Diagram E.]

5.13 Protection of Occupied Outfit Cars

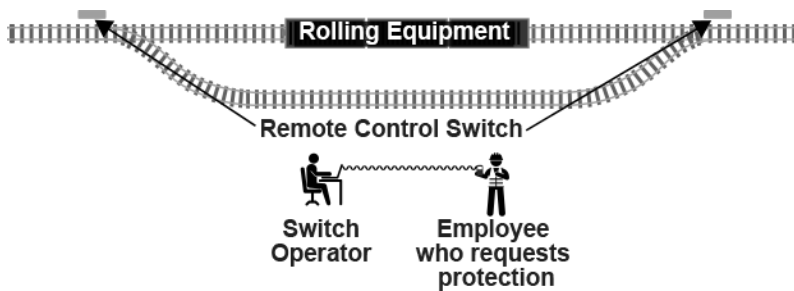
Diagrams A, B, C, and D have been updated



[Diagram A.]



[Diagram B.]



[Diagram C.]



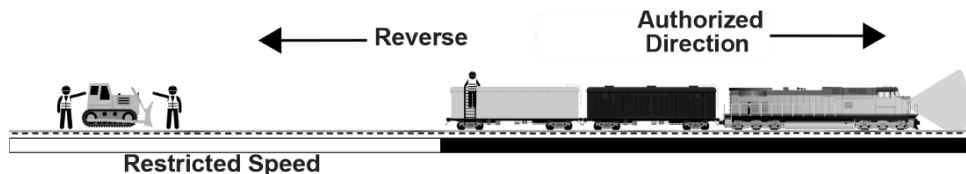
[Diagram D.]

6.0 Movement of Trains and Engines

The following rules in Chapter 6 are changed, added or deleted:

6.4 Reverse Movements

Diagram A. has been updated

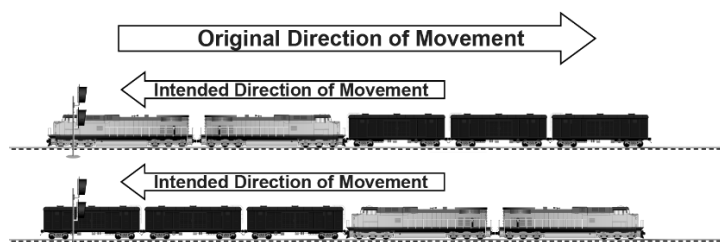


[Diagram A.]

6.4.2 Movements Within Control Points or Interlockings

Add new sentence to Section A at end of existing paragraph, also add to Section A new diagram.

The control operator may grant permission for a reverse movement or multiple changes of direction after a job briefing has been conducted and there is a clear understanding of movements to be made.



[Diagram A.]

6.5 Shoving Movements

The rule is changed to read:

Providing Protection Prior to Initiating Shoving Movement

Equipment must not be shoved until it is visually determined by a qualified employee that:

- The portion of track to be used for the intended movement is clear of equipment or conflicting movements.
- The track will remain clear to the location where movement will be stopped.
- Switches and derails are properly lined for the intended movement.

Equipment must not be shoved until the engineer and the employee protecting the movement have completed a job briefing.

When using a radio to direct a shoving movement, communication must include:

- **WHO** will protect the shove.
- **HOW** the shove will be protected.
- **DIRECTION**- described in relation to the orientation of the controlling locomotive (e.g. forward, backward, or north, south, east, west).
- **DISTANCE** to be shoved and must:
 - Not exceed the observer's range of vision.
 - Be acknowledged when distance is more than four cars.

MOVEMENT MUST STOP WITHIN HALF THE DISTANCE SPECIFIED UNLESS ADDITIONAL

INSTRUCTIONS ARE RECEIVED.

The employee must be in a position to provide visual protection of the equipment being shoved and must not engage in unrelated tasks while providing protection. Shoving movements over road crossings must be made in accordance with Rule 6.32.1 (Providing Warning Over Road Crossings).

An employee directing movement may utilize camera(s) to provide visual protection per local instruction.

The employee directing movement is not required to observe the leading end of the movement when:

- Local instruction specifies tracks that will be protected with Shove Lights.
 - A track has been pulled and cars or equipment of equivalent or less length will be immediately shoved back into that track and that track is clear to the location where the movement will be stopped.
 - Immediately before shoving, a movement is made on the adjacent track providing the employee the ability to visually determine the track to be shoved is clear and route is properly lined.
 - Authority on main track or controlled siding allows for movement in direction of shove, provided route is properly lined, road crossings will not be fouled and movement at restricted speed is not required.
- or
- Making back up movements in accordance with Rule 6.6 (Back Up Movements).

Speeds When Shoving

When cars are shoved on a main track or controlled siding in the direction authorized, movement must not exceed:

- 20 MPH for freight trains.
- 30 MPH for passenger trains.
- Maximum timetable speed for snow service unless the employee in charge authorizes a higher speed.

6.5.1 Remote Control Movements

The rule is changed to read:

Remote control movements are considered shoving movements, except when the remote control operator is riding the leading engine in the direction of movement.

When initiating movement, the remote-control operator must visually determine the direction the equipment moves or have a crew member confirm it. If no confirmation is received, the movement must be stopped immediately.

Exception:

After conducting a job briefing with the employee who will be protecting the movement, the controlling operator is not required to transfer control when:

- Stretching a track to ensure couplings are made.
 - Separating equipment to make coupler adjustments.
- or
- Movement is protected by a qualified employee not equipped with an OCU.

When requesting pin slack, the employee uncoupling the equipment is not required to be the controlling operator.

Relief of Providing Protection

The remote-control operator is relieved from providing protection and the requirement to stop within half the range of vision for movements with engine on leading end when:

1. The remote-control zone has been activated.
2. The remote-control zone has been properly verified / swept to determine:
 - Switches/derails are known to be properly lined.

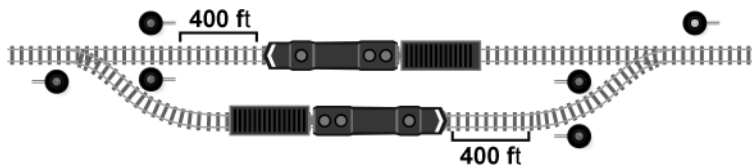
- Track(s) within the zone are known to be clear of other trains, engines, railroad cars, and men or equipment fouling track.
And
- Pull back / stop protection (PSP) is operational by traversing at least one puck and observing the activation on the OCU when equipped with PSP.
* Pull back and stop protection must again be verified if PSP is overridden or disabled.

Note: These steps must be repeated each time the remote-control zone is activated.

3. Pulling out of a track directly connected to an activated zone and all switches traversed are included in the zone. Bell must be sounded continuously until locomotive occupies activated zone track.

6.8 Stopping Clear for Meeting or Passing

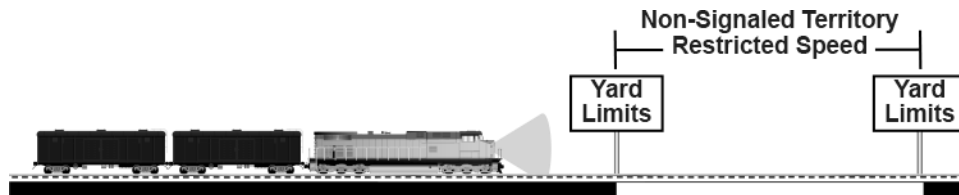
Diagram A. has been updated



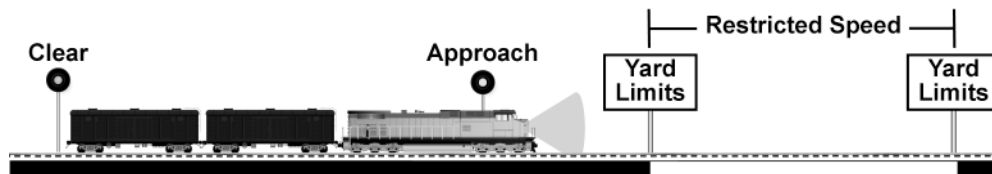
[Diagram A.]

6.13 Yard Limits

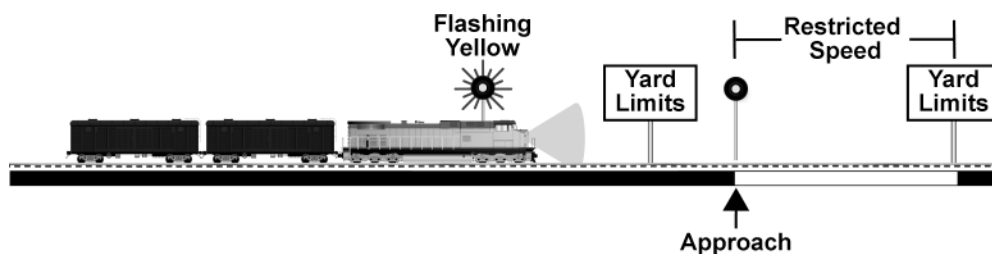
Diagrams A,B,and C have been updated



[Diagram A.]



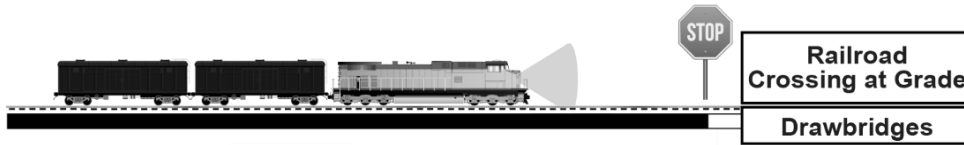
[Diagram B.]



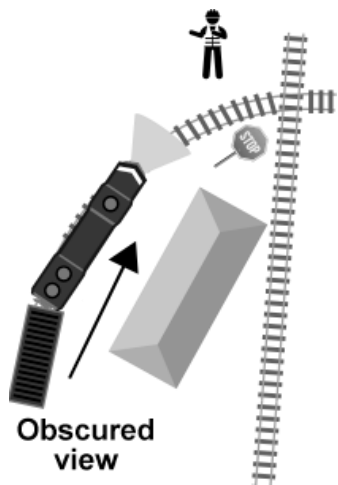
[Diagram C.]

6.16 Approaching Railroad Crossings, Drawbridges, and End of Multiple Main Track

Diagrams A and B have been updated



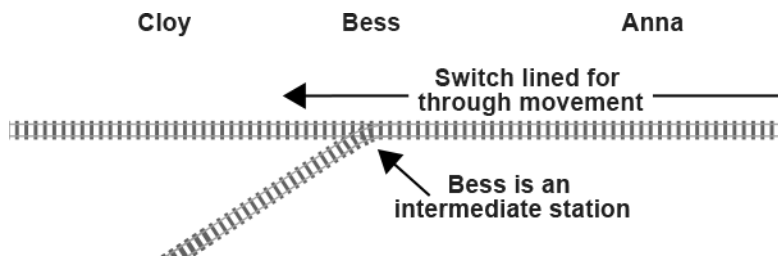
[Diagram A.]



[Diagram B.]

6.17 Switches at Junctions

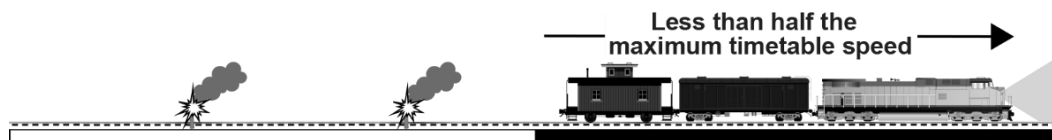
Diagram A has been updated



[Diagram A.]

6.19 Flag Protection

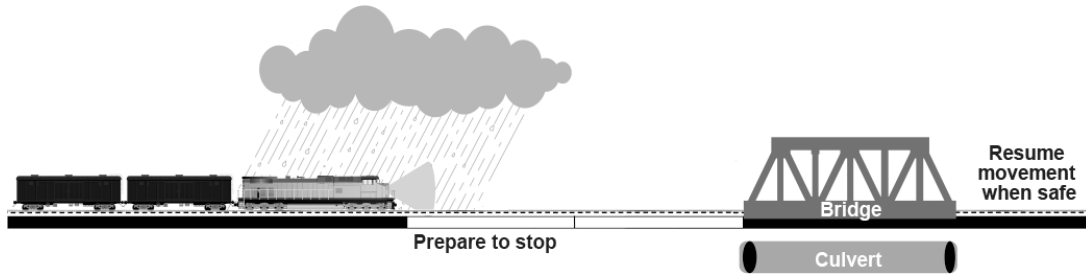
Diagram A has been updated



[Diagram A.]

6.21 Precautions Against Unusual Conditions

Diagram A has been updated



[Diagram A.]

6.32 Crossings

Title changed

6.32.1 Providing Warning Over Road Crossings

The rule is changed to read:

An employee must be on the ground at the crossing to provide warning until crossing is occupied when shoving equipment (including non-controlling locomotives), kicking cars, or performing a gravity switch move over highway/pathway - rail grade crossings. Movement must only be made as directed by the employee providing warning at the crossing.

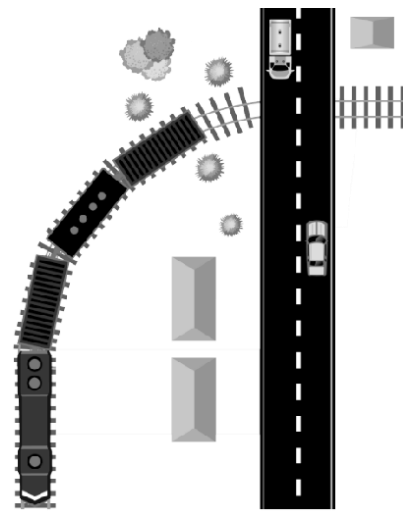
Within a yard, this only applies to crossings open to:

- Unrestricted public access.
- or
- Persons other than railroad employees performing normal duties.

Warning is not required when crossing is equipped with:

- Gates that are in the fully lowered position.
- or
- Flashing lights or passive warning devices (cross-bucks, stop signs, etc.) when it is clearly seen that no traffic is approaching or stopped at the crossing. Leading end of shoving movement must not exceed 15 MPH over crossings.

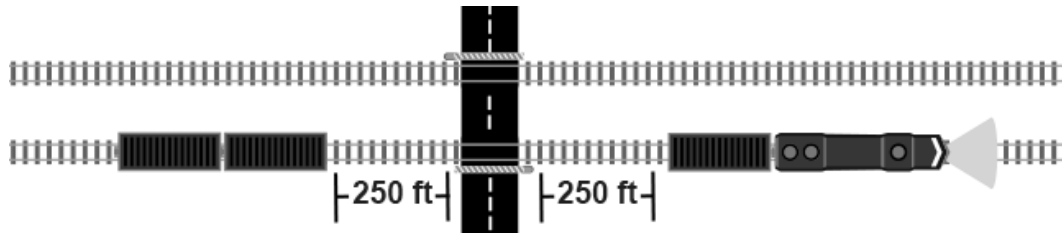
Application: Stop movement before fouling crossing(s), and provide warning when visibility is limited due to riding location on equipment, weather or lighting conditions, vegetation, structures, etc.



[Diagram A.]

6.32.4 Clear of Crossings and Signal Circuits

Diagram A has been updated



[Diagram A.]

7.0 Switching

The following rules in Chapter 7 are changed, added or deleted:

7.5 Testing Hand Brakes

The second sentence is changed to read:

Prior to using hand brakes to control or prevent movement, test the brakes to ensure they operate properly.

7.12 Movement Into Spur Tracks

The rule is changed to read:

When shoving equipment on a spur track, control movement to prevent damage at the end of the track as follows:

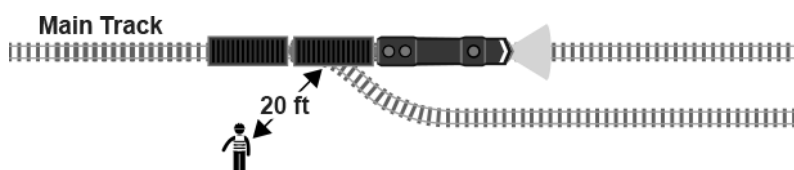
1. Stop movement 150 feet from the end of the track.
2. Apply hand brakes, when necessary, to control slack when shoving cars.
3. Have an employee precede any further movement and move only as directed by that employee until the equipment is properly spotted.

8.0 Switches

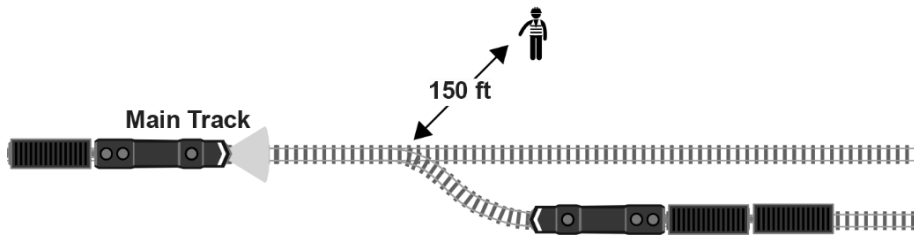
The following rules in Chapter 8 are changed, added or deleted:

8.7 Clear of Main Track Switches

Diagrams A and B have been updated



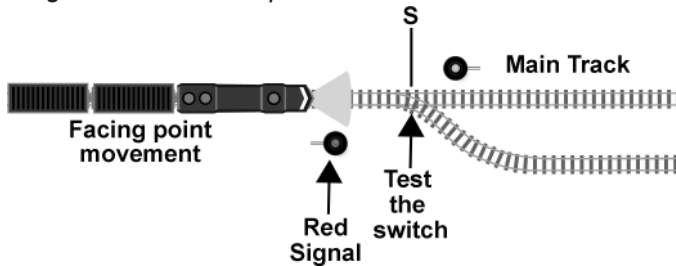
[Diagram A.]



[Diagram B.]

8.9.1 Testing Spring Switch

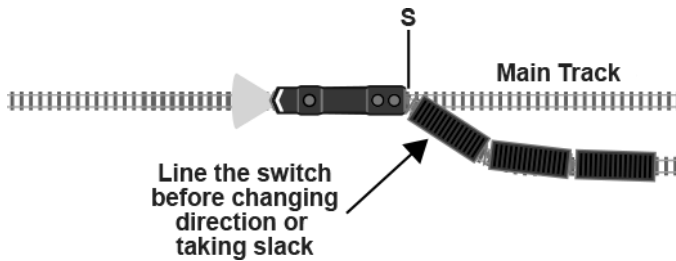
Diagram A has been updated



[Diagram A.]

8.9.2 Trailing Through and Stopping on a Spring Switch

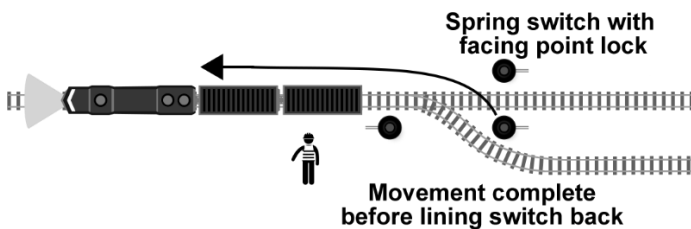
Diagram A has been updated



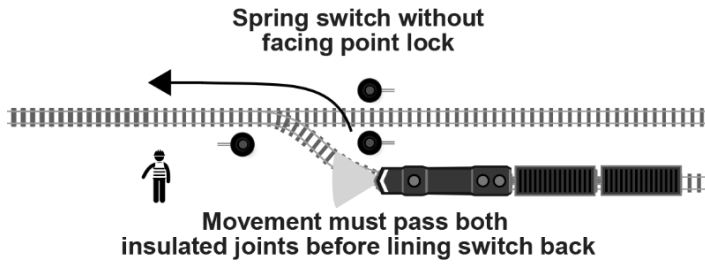
[Diagram A.]

8.9.3 Hand Operating a Spring Switch Before Making a Trailing Movement

Diagrams A and B have been updated



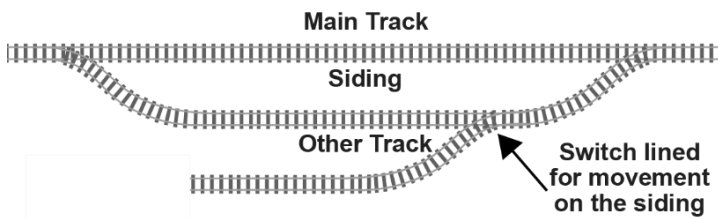
[Diagram A.]



[Diagram B.]

8.11 Switches in Sidings

Diagram A has been updated



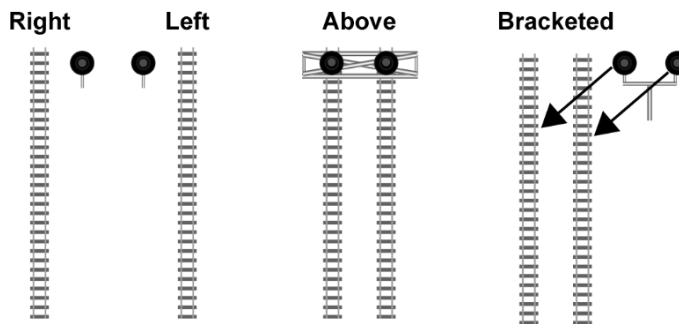
[Diagram A.]

9.0 Block System Rules

The following rules in Chapter 9 are changed, added or deleted:

9.2 Location of Signals

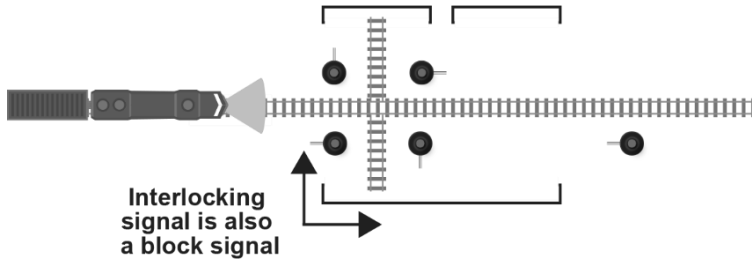
Diagram A has been updated



[Diagram A.]

9.3 What Signals Govern

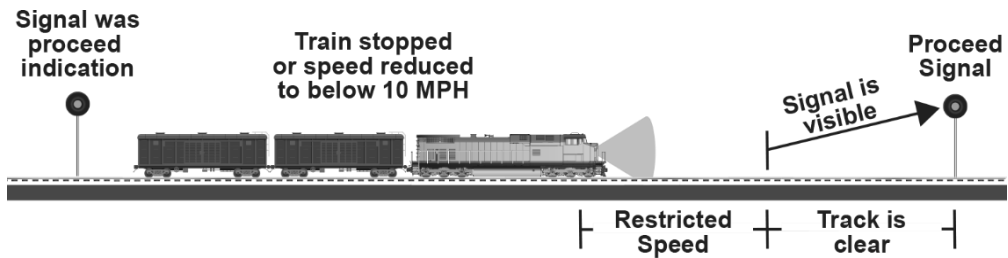
Diagram A has been updated



[Diagram A.]

9.9 Train Delayed Within a Block

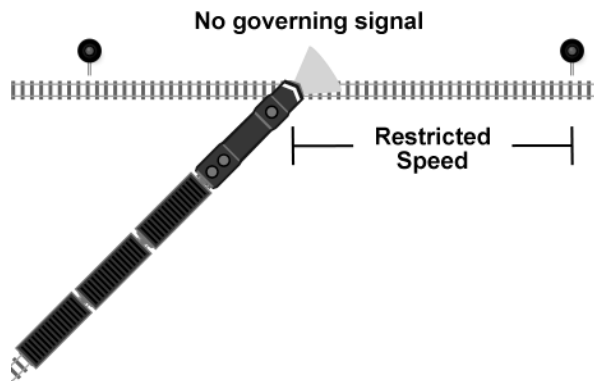
Diagram A has been updated



[Diagram A.]

9.10 Initiating Movement Between Signals

Diagrams A and B have been updated



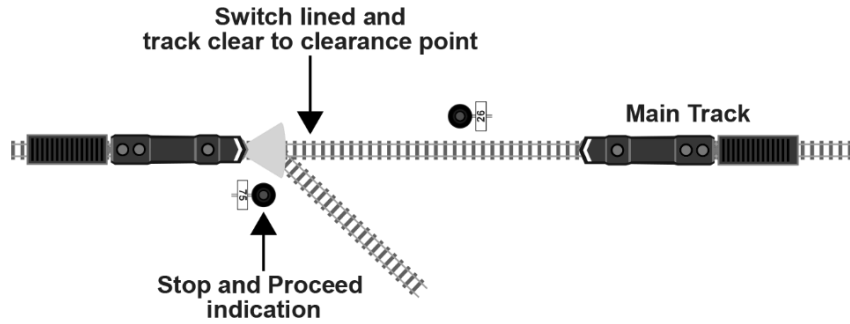
[Diagram A.]



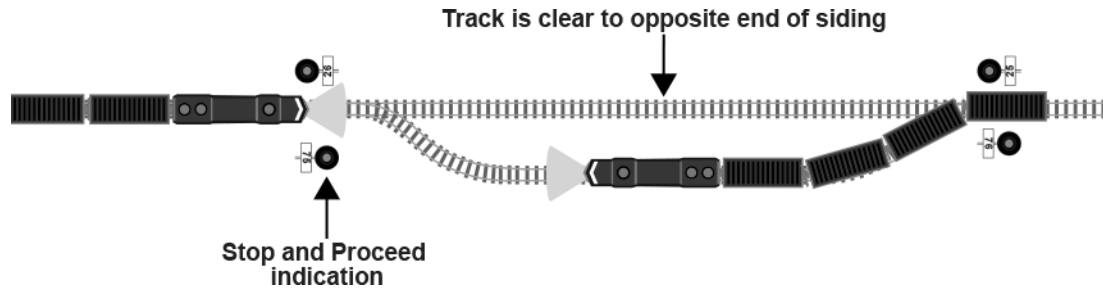
[Diagram B.]

9.16 Stop and Proceed Indication

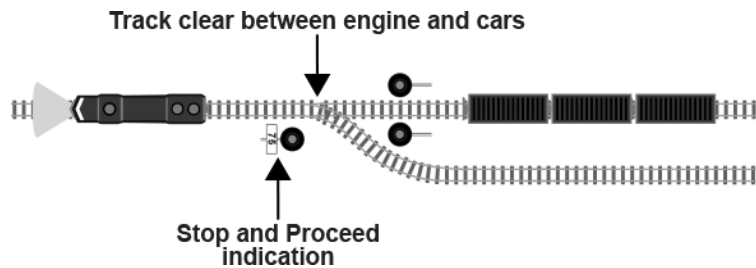
Diagrams A, B, C and D have been updated



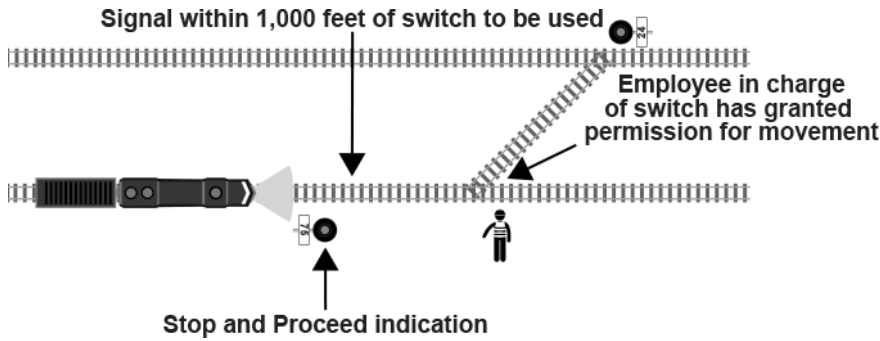
[Diagram A.]



[Diagram B.]



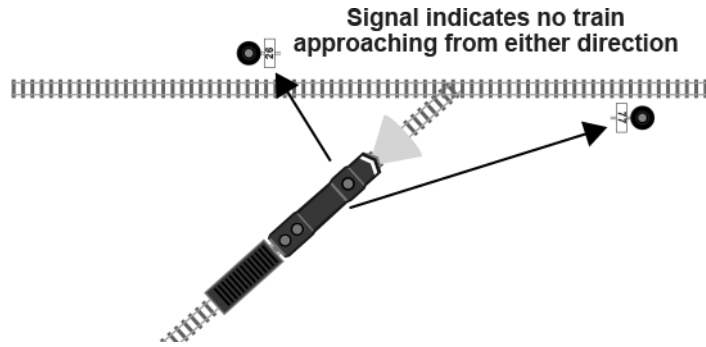
[Diagram C.]



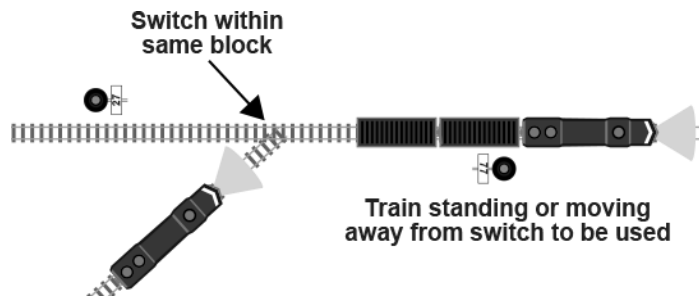
[Diagram D.]

9.17 Entering Signaled Track at Hand-Operated or Spring Switch

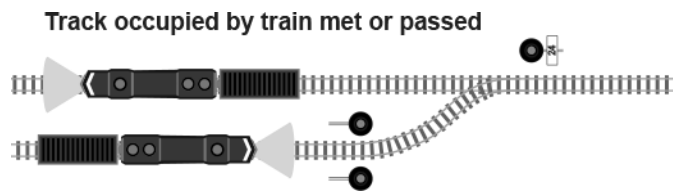
Diagrams A, B, and C have been updated



[Diagram A.]



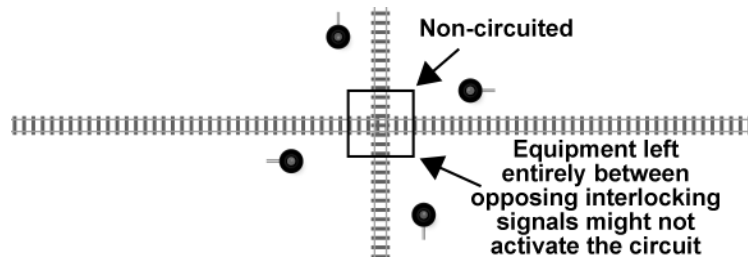
[Diagram B.]



[Diagram C.]

9.19 Leaving Equipment in Signal Systems

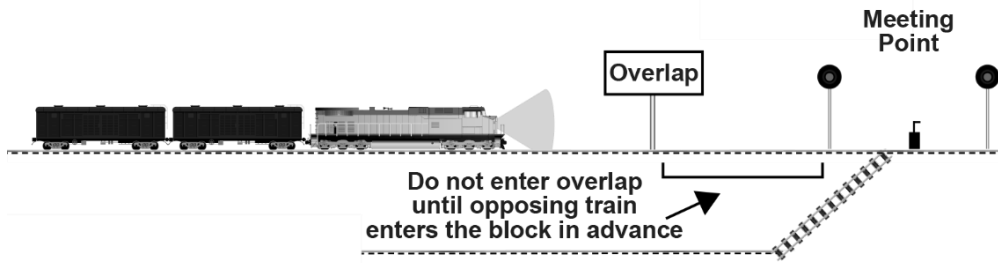
Diagram A has been updated



[Diagram A.]

9.21 Overlap Circuits

Diagram A has been updated



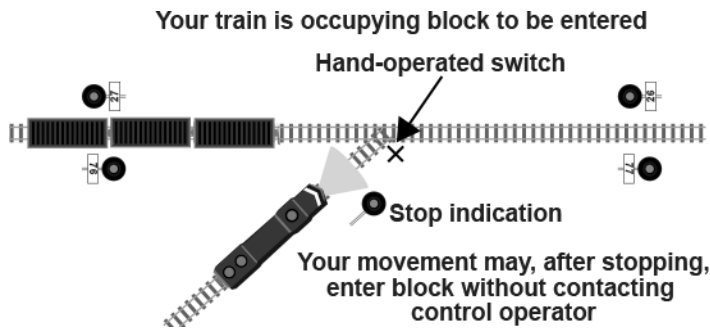
[Diagram A.]

10.0 Rules Applicable Only in Centralized Traffic Control (CTC)

The following rules in Chapter 10 are changed, added or deleted:

10.1 Authority to Enter CTC Limits

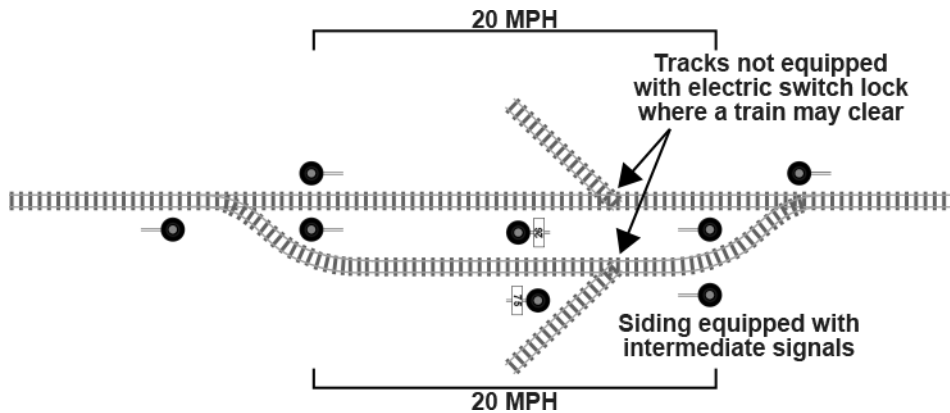
Diagram A has been updated



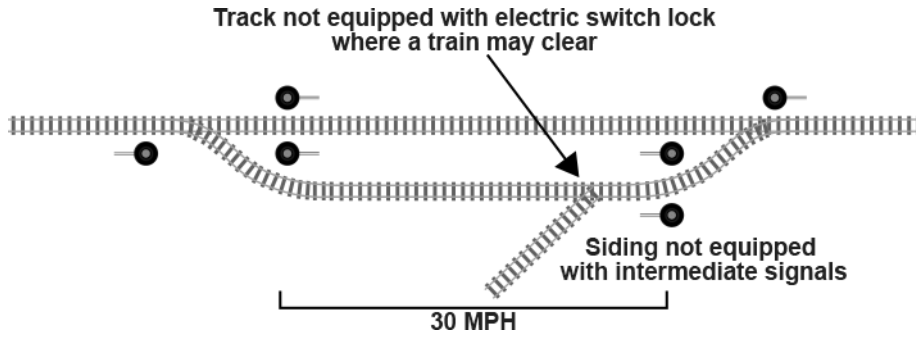
[Diagram A.]

10.2 Clearing Through Hand-Operated Switches

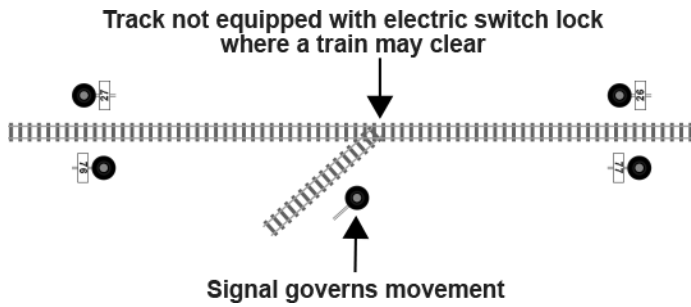
Diagrams A, B, C and D have been updated



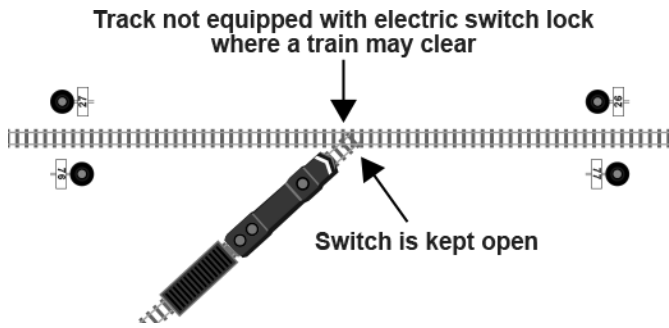
[Diagram A.]



[Diagram B.]



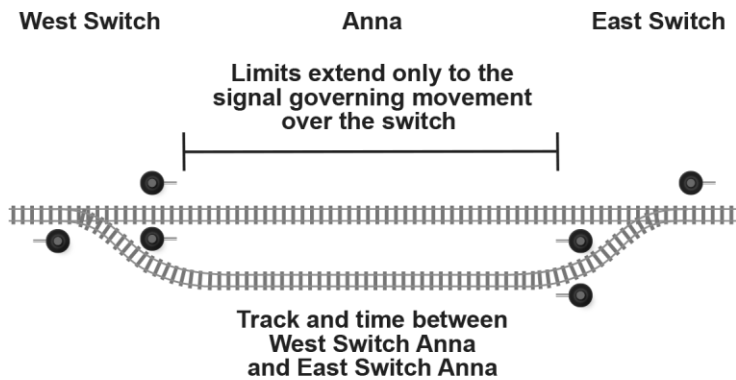
[Diagram C.]



[Diagram D.]

10.3 Track and Time

Diagram A has been updated



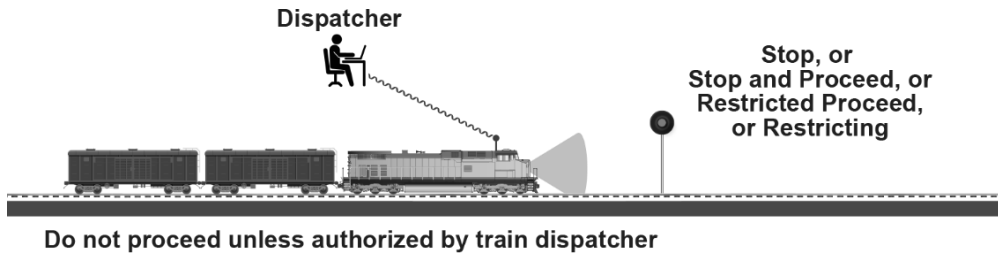
[Diagram A.]

11.0 Rules Applicable in ACS, ATC and ATS Territories

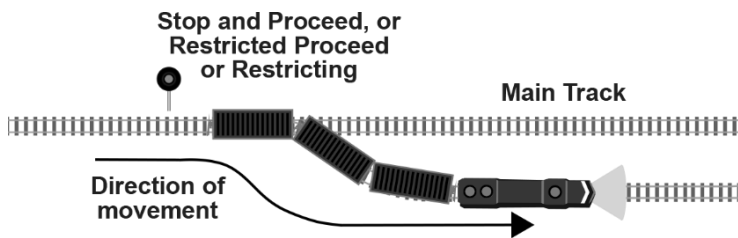
The following rules in Chapter 11 are changed, added or deleted:

11.2 Signal Indications with Absolute Block

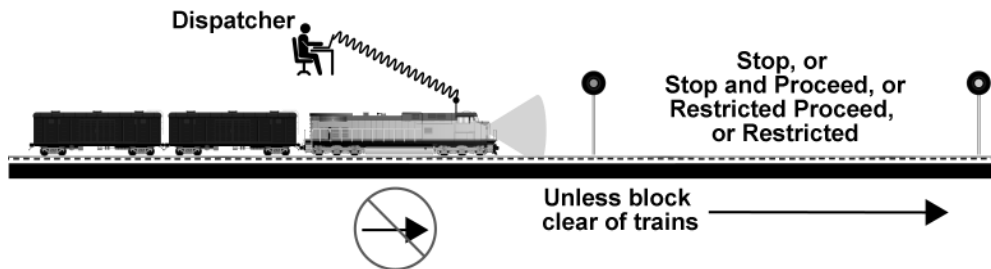
Diagrams A, B, C and D have been updated



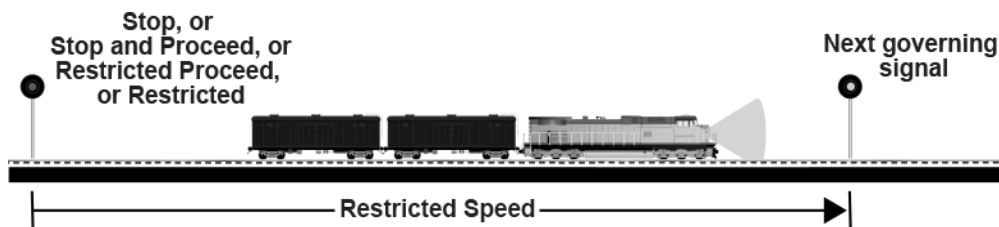
[Diagram A.]



[Diagram B.]



[Diagram C.]



[Diagram D.]

12.0 Rules Applicable Only in Automatic Train Stop System (ATS) Territory

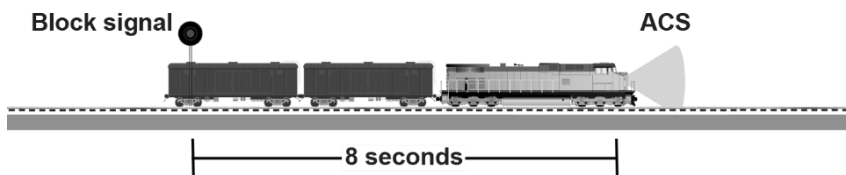
No rule changes in Chapter 12.

13.0 Rules Applicable Only in Automatic Cab Signal System (ACS) Territory

The following rules in Chapter 13 are changed, added or deleted:

13.1.2 Conforming with Block Signals

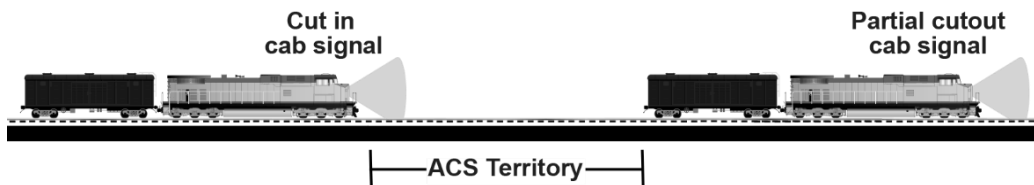
Diagram A has been updated



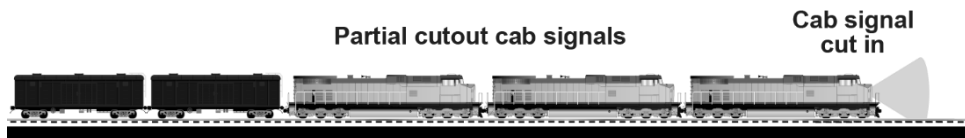
[Diagram A.]

13.1.4 Cab Signals Cut In and Out

Diagrams A and B have been updated



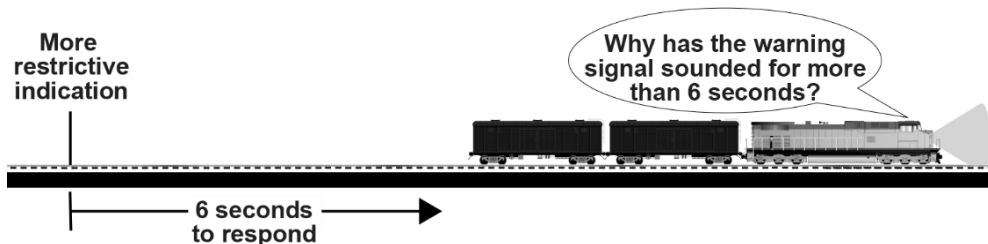
[Diagram A.]



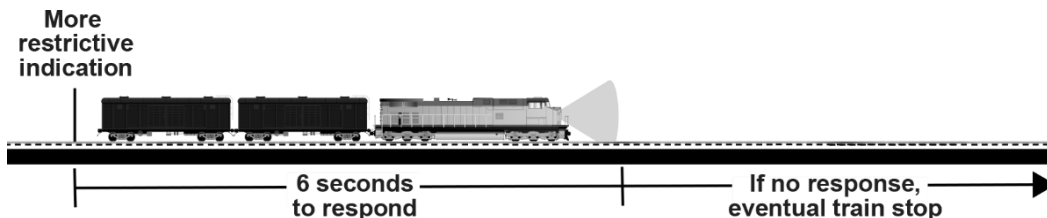
[Diagram B.]

13.2.2 Favorable to More Restrictive

Diagrams A and B have been updated



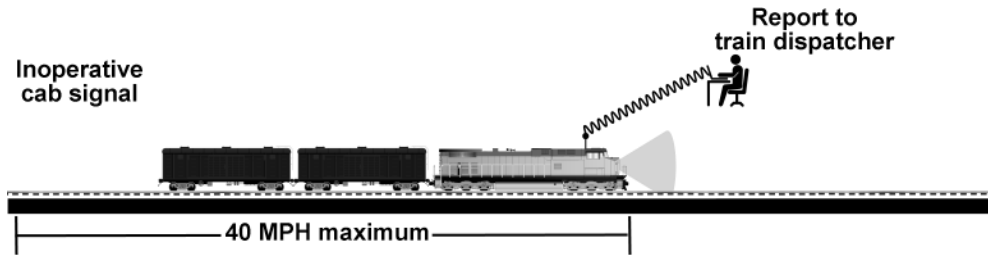
[Diagram A.]



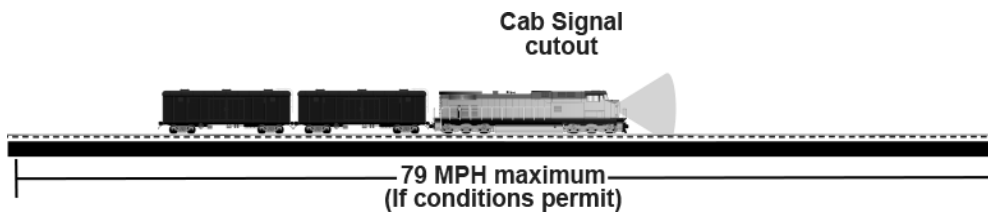
[Diagram B.]

13.3.3 Movement with an Inoperative Cab Signal Device

Diagrams A and B have been updated



[Diagram A.]



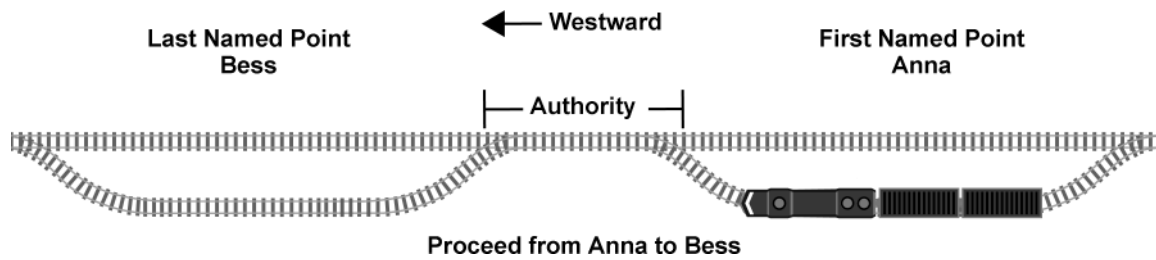
[Diagram B.]

14.0 Rules Applicable Only Within Track Warrant Control (TWC) Limits

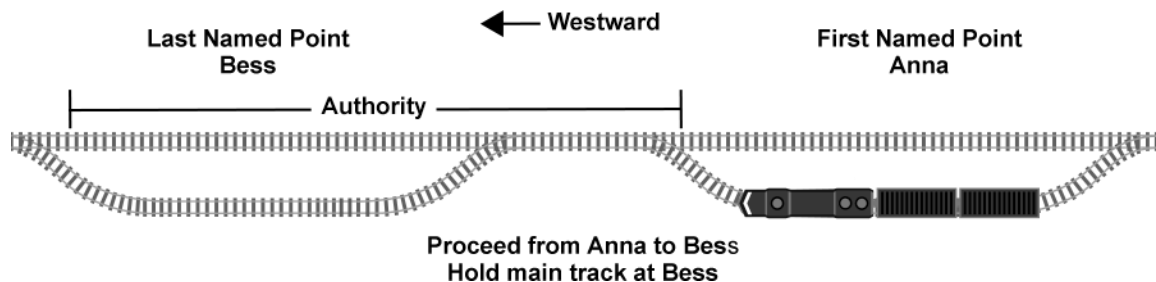
The following rules in Chapter 14 are changed, added or deleted:

14.2 Designated Limits

Diagrams A and B have been updated



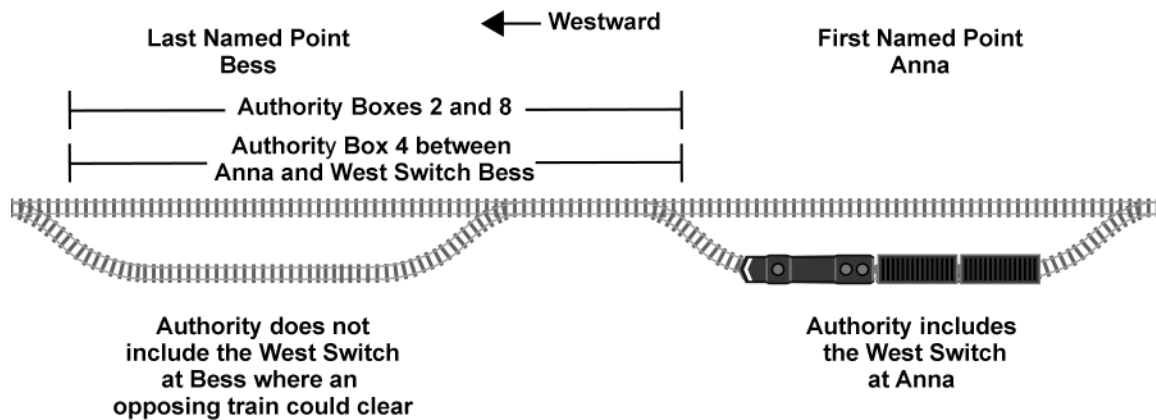
[Diagram A.]



[Diagram B.]

14.3 Operating with Track Warrants

Diagrams A has been updated



[Diagram A.]

14.4 Occupying Same Track Warrant Limits

New bullet item number 5, previous bullet 5 is now moved down to new number 6:

5. Track warrant contains conditional authority instruction "NOT IN EFFECT UNTIL AFTER THE ARRIVAL OF".

15.0 Track Bulletin Rules

No rule changes in Chapter 15.

16.0 Rules Applicable Only in Direct Traffic Control (DTC) Limits

The following rules in Chapter 16 are changed, added or deleted:

16.6 Releasing DTC Authority

New paragraph added after part B to read:

When a hand-operated switch is used to clear the main track, and prior to departing the switch's location, advise the train dispatcher of the position of the switch and that the switch is locked when reporting clear of DTC authority. Train dispatcher shall repeat the reported switch position and employee releasing the limits shall confirm to the train dispatcher this information is correct.

17.0 Rules Applicable Only in Automatic Train Control (ATC) Territory

No rule changes in Chapter 17.

18.0 Rules Applicable Only In Positive Train Control (PTC) Territory

The following rules in Chapter 18 are changed, added or deleted:

18.1 Taking Charge of PTC Equipped Trains

The rule is changed to read:

When taking charge of a train, the engineer must confirm:

1. The PTC circuit breaker and cut out switches are in the appropriate position.
2. The PTC system on the controlling locomotive is initialized.
3. Departure test is performed at the train's initial terminal or when prompted by the PTC system.

If initialization of the PTC system is unsuccessful at the train's initial terminal, the train must not depart unless authorized by rule or special instruction. If initialization is unsuccessful at locations other than the train's initial terminal, movements are governed by rule 18.12 (Movements with Inoperative PTC System).

18.9 Use of Restricted Mode

The rule is changed to read:

Restricted Mode must be turned on before performing work events such as:

- Switching.
- Making pickups and/or setouts, etc.
- During work train operations (loading, unloading, etc.) while under the supervision of the MW employee in charge.

Restricted Mode must be turned off after work event has been completed and when moving between locations.

18.10 Working with Manned Helpers

New rule added to read:

When a manned helper is added to the head end of a train in PTC territory and becomes the controlling locomotive, the PTC system on the helper must be initialized.

When a manned helper is added to the rear end of a train in PTC territory, the PTC system on the helper must be cut out. No changes are required to the PTC system on the controlling locomotive when a manned helper is added to the rear of a train.

18.11 Reserved for future use

18.12 Movements with Inoperative PTC System

18.12 Title and added paragraphs to read:

Immediately notify the train dispatcher when the controlling locomotive's PTC system becomes inoperative, except when operating where PTC is suspended by Mandatory Directive.

When the PTC System on the controlling locomotive becomes inoperative while enroute, the following speeds will govern:

In non-signaled territory, or when operating against the current of traffic in Rule 9.14 (Movement with the Current of Traffic) territory:

- Trains transporting one or more loaded cars containing TIH/PIH 30 MPH
- All other trains 40 MPH

In signaled territory:

- Freight trains transporting one or more loaded cars containing TIH/PIH 40 MPH
- Freight trains not transporting loaded cars containing TIH/PIH 49 MPH
- Passenger trains 59 MPH

Where cab signal system is in effect with Automatic Train Control (ATC) in use:

- All trains 79 MPH

Where the PTC system is the exclusive method for delivering authorities and restrictions, the train must not exceed Restricted Speed until advised by the train dispatcher that an absolute block has been established in advance of the train.

When a PTC device on the controlling locomotive becomes defective, the train may continue to the next forward location where repairs can be made.

18.13 Movements Without PTC

New Rule added, Title and paragraphs to read:

A train may operate in PTC territory without the controlling locomotive being PTC equipped or initialized, provided the movement is engaged in freight switching, transfer train service (including yard, local, and industrial), hostling, work train service, or the assembling or disassembling of trains, under all of the following conditions:

- a. The movement originates in a yard, or within 20 miles of a yard with the yard as the final destination point.
- b. The movement does not travel in excess of 20 miles from the point of entry onto PTC-equipped main track.
- c. The movement must not exceed Restricted Speed unless all the following requirements are met:
 1. No other train or locomotive is operating in the same authorized limits without operational PTC.
 2. No roadway worker has working limits on any part of the same authorized limits.
 3. A Class 1, 2 or Transfer Train brake test has been performed in which case the movement must not exceed 30 MPH.

19.0 Section Reserved

No rule changes in Chapter 19.

Glossary

The following terms are changed, added or deleted:

Electronic Device

An electronic or electrical device used to conduct oral, written, or visual communication; place or receive a telephone call; send or read an electronic mail message or text message; look at pictures; read a book or other written material; play a game; navigate the Internet; navigate the physical world; play, view, or listen to live or recorded audio/video; execute a computational function; or, perform any other function that is not necessary for the health or safety of the person and that entails the risk of distracting the employee or another employee from a safety related task.

Individual Fouling a Track

Being in such proximity to a track that an individual could be struck by a moving train or other on-track equipment, or in any case is within four feet of the nearest rail.

Manned Helper

Occupied locomotive(s) added to a train to assist movement.

PTC Inoperative

A condition when PTC is not providing enforcement while occupying designated PTC limits.

Railroad Operating Employee

An individual who is:

- Engaged in, or connected with the movement of a train including a hostler,
- A train employee providing commuter or intercity rail passenger transportation,
- or
- Subject to hours of service governing train service employees.

Spur Track

A track connected to another track at one end only; also referred to as a stub track.

Abbreviations

The following abbreviations are changed, added or deleted:

PIH – Poisonous Inhalation Hazard

TIH – Toxic Inhalation Hazard